

AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph on page 6 of the description commencing on line 31, with the following amended paragraph:

Figure 10 is a partial view of the device of Figure 9 along line 10 – 10 illustrating a spring element; and

Please replace the paragraph on page 6 of the description commencing on line 34, with the following amended paragraph:

Figure 11 is a similar view to Figure 10 illustrating an alternative spring element; and

Please insert the following paragraph on page 6 of the description, commencing after line 35:

Figure 12 is a schematic view of a vehicle incorporating a wheel set according to the invention.

Please replace the paragraph on page 7 of the description commencing on line 13, with the following amended paragraph:

Each wheel comprises a hub section 18 and a generally cylindrical rim 7 spaced apart by a flange 15 extending between the wheel rim 7 and the wheel hub 18. The limit of maximum wear of the rim is shown by a broken line. In the illustrated embodiment the wheel 1 is provided with two annular brake disks 2 arranged concentrically about the axle on either side of the flange 15. In an alternative embodiment of the invention a single brake disk mounted on just one side of the flange 15 could also be considered. In order to ensure that the brake disks 2 can oscillate with respect to the wheel 1, the region of contact between the flange 15 and the facing surface of the brake disk 2 advantageously comprises a prepared surface 3 having a particular coefficient of friction. Usually this friction determining surface should serve to reduce the friction between the two surfaces. The prepared surface 3 may be provided on the flange 15 or on the brake disk 2 or on both and may comprise any suitable means for reducing or enhancing friction or may involve the inclusion of an intermediate friction determining layer between the adjacent surfaces. Typical preparations may include polishing

or coating. A coating or intermediate layer of PTFE has been found to be particularly effective.

Please replace the paragraph on page 14 of the description commencing on line 29, with the following amended paragraph:

Although the present invention has been described in relation to wheel mounted vibration absorbing devices, it is noted that such arrangements may equally be mounted upon the axle itself. Figure 12 shows a schematic arrangement of a rail vehicle 60 including a wheel set formed by a pair of wheels 1 and an axle 17. Particularly in the case of A axle mounted brake disks 62, the brake disk is are resiliently mounted to the axle axle 17 adjacent each wheel by an appropriate spring damper system as described above, such that all or part of the mass of the brake disk functions to absorb torsional vibrations in the axle 17. A drive 64 is engaged at a mid-point of the axle 17 to cause rotation thereof. The drive is controlled by a control system 66.